

## NEATNESS SOUGHT BY MEN OF TODAY

Quiet Girls Becoming Popular for Brides; Flappers Not in Demand

LONDON—What sort of a wife do men want? Is the bobbed-haired, pert, cigarette-smoking "flapper" of today the ideal of the masculine ruler or is it the desire of the modern male to mate with a woman in whom sweetness, gentleness, dignity and gracefulness are the predominant qualities?

Take it from Lady Maude Tree, widow of Sir Beerholm Tree, the noted actor; it is the girl with the "ornament of a neat and quiet spirit" who wins from her "more vibrant" sister in the matrimonial race.

"Most men choose their wives because they are head over ears in love, and they do not care what she is if only she is his," Lady Tree asserted. "It is something beyond eyebrows and elbows and eccentricities which makes a man decide that such a one and such a one alone shall be the partner of his life. She, he she what she may, is his heart's desire, and he won't be happy till he gets her."

Charm Challenged.

"But man in a more reasonable mood will not be carried away by mere bright eyes and charms ebullient. He will ask: 'Is she as kind as she is fair?' He will ask if she has the instincts of orderliness, of the attributes that is next to godliness, of good temper, good sense and good nature. Has she the low voice, that 'excellent thing in women,' the kiss that is like the kiss of wild roses, the glance that is that of waters still at even?"

"In the girlhood of today there is on the surface so much that is pert, that is loud-voiced, familiar, irreverent, uncouth and ungracious, that were one to issue a warning to young men, 'Beware of what these seem!' there would scarcely be any marriages made."

"But if the young women of today—good and sweet young women—would realize that men do notice, do love the ornament of a neat and quiet spirit, perhaps some of the more blatant would alter their ways."

"Girls who smoke cigarettes and drink 'Manhattans' and 'Martins,' Lady Tree believes, are not approved by marrying men. The men tolerate it, but they do not like it."

"Sweetness" Preferred.

"Let us imagine the ideal good consort," Lady Tree continued. "She is sweet and 20. She is her father's friend and her mother's right hand. She can pray and she can play. She can sew and she can darn. She reads without being a bookworm; she thinks without being a recluse. She is a heavenly compound of common sense and lively imagination. She is eager in mind and tranquil in behavior."

"Whatever she does, whatever she wears, whatever she speaks she will be gracious, graceful and appropriate. Though a girl she will have dignity and courage."

"I shall be accused of describing perfection—the unattainable. Far from it. I declare that there are thousands of such unmarried girls."

## Barnsdall Vice President Very Optimistic Over 1923 Outlook

George D. Locke, vice president of the Barnsdall Refining Company of Chicago, has been in Tulsa and Barnsdall the past week conferring with Vice President Holsten, Treasurer Edinger and General Superintendent Coffey, and he was asked what he thought about the refining business for 1923. Mr. Locke said:

"I have spent considerable time the past few months in New York looking after some export business, and everyone in the east is extremely optimistic about the wonderful business for refined products, and especially lubricating oils, that will be ushered in during the early months of the new year."

"We are now completing the shipment of several large export orders of lubricating oils to Germany and South America, and we feel that export demand for American oils is just opening up."

"The present price of new navy specification gasoline is below the refinery manufacturing cost, so the Barnsdall, like many other large refineries in the Mid-Continent field, is not offering any gasoline for sale, preferring to store the surplus of this product which it does not distribute through its own tank stations located in the agricultural country of Missouri and Kansas."

"John L. Gray, president of the Barnsdall Refining Company of New York, will make an inspection trip to the refinery early in January, at which time he will witness the completion of half a million dollars' worth of improvements, including an additional filter house, a new boiler plant, new storage tanks, and a 50-car loading rack."

waiting to be asked to be wives. I have pictured the ordinary, the 'not impossible' one."

Origin of "Buildoze."

The word "buildoze" found its way into the dictionary as a result of the Hayes-Tilden election fight in 1876. Maj. John H. Jeffrey, a Chicago newspaper man, was sent to New Orleans with a federal commission investigating alleged intimidation of negro voters to keep them from voting the republican ticket.

In one of the black quarters of the city, he found a former slave who had attempted to cast his ballot and had been driven away from the polls. "Why, how," he told Jeffrey, "they jus' buildozed me." The word was so apt that it caught the popular fancy and Jeffrey's paper wired him for a 500-word story on the "buildoze."

The next dictionary gave it a place, and it is still there.—Huntington Advertiser.

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## ISLAND PARADISE FOR 'MERE MALES'

But Women on Rapa Are Not Too Anxious to Marry and Be Slaves

HONOLULU, T. H. Dec. 30.—Overwhelming numerical superiority of females does not necessarily mean that the men are chased up hill and down dale by the females who outnumber them. There is the island of Rapa, for instance, in the Anele group in the South Pacific, about which some writer of frenzied fiction, in an endeavor to out-O'Brien the redoubtable Frederick himself, wrote glowing narratives that made all previous tales of the south seas evaporate into thin air by comparison.

Now comes the real truth about Rapa from the lips of J. F. G. Stokes, backed up by Mrs. Stokes, who went with her husband on a two-year expedition to the Austral group in the interests of the Bishop museum of Honolulu, where Dr. Stokes is ethnologist. Dr. and Mrs. Stokes have just returned to Honolulu.

Rapa is a land of laziness and ease—for the men—says Dr. Stokes. The Rapa male population is, for the most part, too lazy to live, and so there are four women for every man. Does the beautiful Rapa flapper get out her hatchet when she wants a beau and go after him with several others of her age, strength and inclination? She does not!

Not Too Anxious.

The women of Rapa are not at all anxious to marry the men of their own race, says Dr. Stokes, as, once they are married, they become little more than slaves. They have no hold on or control over their husbands, who, despite the fact that each man has only one official wife, never forget that each of them has three other possible candidates for the official wife's position. A double standard prevails in Rapa, too, for if the official wife attempts to enjoy the same privileges that her husband does she is liable to a severe "beating up," to say the least.

The people of Rapa—and this probably means the women especially—are exceedingly hospitable to white men. As a result of the recently published articles about the island and the ideal conditions there several white "beach combers" have taken up headquarters on Rapa, much to the delight of the native women. Needless to remark Rapa is likely to become the South Pacific beach combers' new paradise.

Women Do Work.

Although all the agricultural work and preparation of food is done by the women, Dr. Stokes says that the stories that have been circulated of the actual feeding of the Rapa men by the women are true only in one respect—that is, that the women sometimes feed the men, but not three times, or even once a day. It is the custom on festive occasions for the

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women playfully to put food into the mouths of the men. The aforementioned frenzied fictionist was on the island on one of these occasions no doubt and sent the news around the world that he had discovered an exclusive heaven-on-earth for men!

Pathetic for Father.

"Now that is one of the most pathetic things I have ever seen," said the rich and benevolent old man, who, on a scorching hot day, stood with a friend watching a typical London street arab.

"You see the ice cart has been delivering at that shop, and the poor little chap has taken a piece from the gutter. Now you and I, who can get a refreshing drink whenever we require it, cannot imagine what a luxury that piece of ice is to that boy."

"Here, my little fellow, here's a three-penny-bit. Get yourself a glass of lemonade. You must not eat that stuff. It will make you ill."

"I wasn't going to eat it," said the grimy little chap. "Farver's 'aving a sleep at 'ome, an' I was goin' to drop it down 'is back!"—Answers, London.

## S. F. LAND BANK TO ENTER NEVADA

Federal Government Said to Have Approved Plan to Help Farmers

RENO.—Word that the United States government has given its approval to a movement to amend the charter of the San Francisco Joint Stock Land Bank, so that Nevada will be included in the territory within which the bank may place loans on ranch lands and improvements, is received with considerable interest here in banking and farm circles.

As a result of the plan ranchers of this state will be afforded a fund from which loans can be made on lands up to 50 per cent of their appraised value and on insured improvements up to 20 per cent of their appraised value, provided that

no loan shall be in excess of \$4,000. The plan calls for a resident inspector or appraiser.

Loans may be obtained under the plan, which was supported by John S. Drum, president of the San Francisco institution, after conference with Nevada bankers and the Nevada Land & Livestock association, on a 20 or 32-year payment basis, with installments payable semi-annually. Thus, for a \$1,000 loan the first payment under the 20-year basis would be \$43.26 for principal and interest and under the other, \$55.

For a showing of good faith the sum of \$20 will be required to accompany all applications. If the loan applied for is approved the money will be returned to the borrower.

He Knows.

"If you suspect," remarked Mr. Grumpton, "that people are living beyond their means and are not paying bills promptly, don't make inquiries of their favorite gasoline merchant. Ask the man who sells them groceries."—Birmingham Age Herald.

## GREETINGS

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## Why 1923 Is Going to Be Greatest Year for Mid-Continent Field

# Frisco Railroad Makes 8-Million-Dollar Contract for New Equipment

The announcement made by the Frisco Railroad that it has contracted for \$8,000,000 worth of new equipment, consisting of 50 engines, 15 passenger and 35 freight engines, a large part of which will be used in the handling of passenger and freight traffic in Oklahoma, which means that there will be another great customer for fuel oil, is beyond a doubt the best news that can be mentioned in connection with the outlook for 1923.

This is in connection with the fact that has heretofore been published, namely, that all of the engines of all types on the great Frisco system are to be converted to oil burners and that the new engines are to be likewise equipped, is the outstanding feature of this announcement.

The new Mikado type with all of the latest improvements of a modern locomotive. They are oil burners, and it will further interest the oil fraternity to know that this will nearly double the consumption of fuel oil right here at home.

It is all to the credit of the Frisco management that this has been done without the co-operation of the oil producers, and that only a few of the refiners have interested themselves in urging this improvement. That this has been done voluntarily, adds greatly to the pleasure of the oil editor in making this announcement.

Included in this expenditure, is also 1,500 pressed steel coal cars; 1,000 box cars and a lot of new steel passenger and

baggage equipment of the latest design. Appropriation has also been made for \$2,000,000 track and building and bridge equipment, which entails the use of a lot of new 90-pound steel at various places.

Work is now progressing and will soon be completed, double-tracking the line from Paola to Kansas City, and also a considerably greater distance west of St. Louis.

Improved service, both passenger and freight, is thus confidently to be expected, especially as it is evident that with the new and improved trackage between Tulsa and Kansas City, and Tulsa and Texas points, the railroad will be able to make even better time than it has in the past.